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TOWN OF STONINGTON:

Coastal Access Study

prepared for the:

Town of Stonington
Stonington, ME

with funds provided by:

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Office of Community Development
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Property of Island Institute



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INTRODUCTION

In the fall of 1987 the Town of Stonington applied for and received a Coastal Planning Grant from the State to inventory and analyze the existing commercial and recreational access points along its coast. The goals of this study were to determine: 1) the number and location of available sites; 2) their ownership status; 3) whether these sites were adequate for Stonington's current and future needs; and 4) what actions were necessary to preserve and in some instances improve access to Stonington's shore.

Data and public opinions regarding available public access sites and their adequacy were gathered through site visits, phone and personal interviews with town officials, local citizens, fishermen, fish dealers and the planning board and in public meetings. In addition, public opinion concerning the adequacy of existing recreational sites was surveyed in a door to door questionnaire circulated through Stonington in May and June of 1988.

The results of this work are contained in the following two reports: Recreational Access Points Along Stonington's Shore and Commercial Access Points Along Stonington's Shore.

RECREATIONAL ACCESS POINTS ALONG THE SHORE

USE CATEGORY: SWIMMING

Site Number 1

Site Name: Sand Beach

Ownership: Private (Evangelin Knowlton)

Site Description: This 1200' to 1500' granite sand beach is located just off Sand Beach Road along the town's southwesterly shore. Although privately owned this beach has traditionally been used by town residents for swimming and picnicing. Sand Beach represents one of the finest beaches in Stonington. The beach is long and wide and large enough to accomodate many individuals. This site probably represents the best option for a town owned facility if adequate parking could be found nearby. There is a no trespassing sign posted at the entrance to the path to Sand Beach, but this sign appears to be consistently removed by users. The owner of this facility has not, to date, objected to the level of use which currently exists at Sand Beach, however increased usage may change this attitude.

Access/Parking: Access to Sand Beach is from Sand Beach Road. This road is quite narrow and belongs to the town. The only parking available to users of Sand Beach is along one side of the road. On warm sunny summer days 15 to 20 cars can be found along the road in the vacinity of Sand Beach. Foot access to the beach is via a short dirt path from the road.

Site Number 2

Site Name: Burnt Cove Ledge Swimming

Ownership: Private (Grace McQueen)

Site description: This swimming area is located on a ledge which slopes gently into Burnt Cove at it's eastermost end. Although privately owned, this swimming area has been used for years by local residents and in past years has been the facility used for town sponsored swimming lessons. This area supplies a smooth, shallow walk out into high water and has adequate space on the ledge which is above high water for sunning and picnicing.

Access/Parking: Automobile access to the Burnt Cove Ledge swimming area is from Whitman Road. From Whitman Road individuals park and walk approximately 300 feet to the ledge. The path to the ledge crosses three properties all of which

are privately owned. Parking for the Burnt Cove Ledge swimming area is either along Whitman Road near the path or in Mae Williams field. Although there is no formal agreement between Mrs. Williams and the town, Mrs. Williams has traditionally allowed ledge users to park in her field. Approximately 15 to 20 cars can be parked in this location.

Site Number 3

Site Name: Beach on Sellers Road

Ownership: Private (Donald MacKay and Kenneth Hardy)

Site Description: This private facility is located directly adjacent to Sellers Road. It consists of a gravel strip of beach with mudflats and saltmarsh interspersed throughout. This location looks southwest and tends to be windy on most days.

Access/Parking: Sellers Road provides access to this beach and also provides the only parking available to potential users. Sellers Road is very narrow with little space for a car to pull off and park. Most users of this facility walk to it from adjacent properties.

Site Number 4

Site Name: Willy Fifield's Beach

Ownership: Private (Willy Fifield and Heirs of Anderson Leiper)

Site Description: This beach is a small gravel and ledge area which is located on Fifield Point Road just beyond Willy Fifield's Lobster Company. Although privately owned, this beach has been traditionally used by residents for swimming and picnicing. It is not posted for no trespassing. Views from this beach are available across Burnt and Crockett Coves toward Stinson Point.

Access/Parking: Access to Willy Fifield's Beach is from Fifield Point Road which runs directly to Fifield's Lobster Company. Users of this beach generally park approximately 300 to 400 feet before the beach in a small cleared area owned by Kenneth Hardy. This lot will hold approximately five cars. No formal arrangement is in place for the use of any of these facilities.

Site Number 5

Site Name: Oceanville Clam Factory Beach

Ownership: Private (Robinson, Joyce, French and Gardner Gross)

Site Description: This swimming area is part of the old clam factory complex in the Oceanville section of town. The beach consists of a mixed ledge and sand/mud flat area at the western side of a small cove. The area adjacent to the swimming area is flat and grassy and provides space for picnicing. In past years, this area has been used for school picnics. There is also a small boat launching facility at this site.

Access/Parking: Access to Oceanville Clam Factory Beach is from the Old Clam Factory Road. This road is a town road for a portion of its length and then becomes privately owned. Parking for this facility is at the end of the Old Clam Factory Road on a grassy area diagonally across from the beach. This parking area is owned by Gardner Gross and will hold about five cars. No formal arrangements are in place for the use of these facilities by town residents.

Site Number 6

Site Name: Oceanville Bridge Beach

Ownership: Private (Peter M. Gerquest)

Site Description: This beach is located just west of the Oceanville Road Bridge along the southern shore of the Inner Harbor outlet. It consists of a very scenic stretch of mudflats, gravel and sand and is used for both swimming and picnicing. However, because of the mudflat nature of this beach swimming at this location tends to be mucky.

Access/Parking: Access to Oceanville Bridge Beach is from Oceanville Road. To reach the beach users must park along the shoulder of the curve leading to the bridge and then walk approximately 50 yards to the beach. About five cars can park in this location, however poor sight distance at the curve makes parking at and access to this facility hazardous.

Site Number 7

Site Name: Green Head Swimming Area

Ownership: Public (Town of Stonington)

Site Description: This small rocky area is located within Stonington's village district near Green Head. This site descends from Main Street to the water and at present several derelict boats are resting on the shore in this location. At low tide this area is dry far out into the harbor and is used by fishermen for temporary hauling and repair of their boats. Swimming at this location is limited to times of high tide. Some town residents would like to see this area converted to a public

boat launch and picnicing area if adequate parking could be found.

Access/Parking: Access to the Green Head Swimming Area is from Main Street.

There is no off-street parking for this facility so non-pedestrian users must park along the road. However, parking in this location is hazardous due to the volume of summer traffic in the village and the narrowness of Main Street in this location.

ADEQUACY ANALYSIS: SWIMMING

There are seven generally utilized swimming areas in Stonington. All but one of these areas is privately owned and are available only through a sort of unspoken agreement with the present land owners. The continued availability of these sites into the future is uncertain. Changes in traditional land use patterns and practices brought on by rising population levels (Stonington's population is expected to grow approximately 20% by 1995) and economic development especially in tourism, may work to restrict public access on private lands in Stonington due to increased levels of use and the legal and administrative problems which follow such use. In addition, changes in land ownership patterns from native to non-native ownership and increased residential density may work to eliminate traditional public uses established on private lands.

The State standard for swimming areas in the State of Maine which is used by the Maine Bureau of Parks and Recreation to generally assess the adequacy of such facilities on a town by town basis is one publicly available swimming beach for every 15,000 residents. Although Stonington's population, both year round and seasonal, falls far below this maximum, there is a need for at least one public beach for Stonington's 1500 residents.

Current opinions concerning the need for a town beach were solicited through a questionnaire which was circulated through Stonington on a door to door basis during May and June of 1988. Approximately 63 questionnaires were completed. Although an earlier survey conducted by the Zoning Committee in March 1987 identified a significant desire on the part of town residents for more publicly owned shoreline, more rights of way for public access to the shore and more recreational areas, this survey did not. The majority of respondents to this questionnaire (52%) felt that the existing privately owned beach facilities were adequate for their use. Fortyeight percent of the respondents felt that these facilities were inadequate and that a town owned facility should be built.

RECOMMENDATION:

Although current public opinion regarding the adequacy of existing swimming facilities in Stonington views these facilities as adequate it is clear that in the future increased population levels, tourism rates and changes in land ownership patterns will work to alter this view as individual sites are closed to general public access. To secure a future location for coastal swimming opportunities in Stonington it is recommended that the town examine the feasibility of acquiring and developing a town beach. This facility should be accessible to all residents including the handicapped and should provide adequate parking. Potential sites for such a facility include:

- Greenhead - This site is the only town owned facility which is presently used for swimming. Because this site is currently owned by the town, development costs would be lower than at other sites. However, this site lacks adequate space for development of facilities such as parking, toilets or changing houses and at low tide this area drains dry precluding its use for swimming. In addition, town sewage continues to be discharged into Greenhead harbor rendering water quality at this site less than ideal.

- Sand Beach - This site represents one of the finest beaches in Stonington. It is large and flat and provides a wonderful view of Penobscot Bay. The land immediately surrounding the beach area is flat or rolling and generally undeveloped. This site has adequate space for all desired facilities assuming the land could be acquired.

FUNDING SOURCES: (See appendix 1 for details)

Coastal Planning Grant - These funds could be used to design a facility to provide access for swimming in Stonington.

Waterfront Action Grant - These funds could be used to both acquire the land for a beach and to develop the facility.

Land and Water Conservation Fund - These funds could be used to both acquire the land for a beach in Stonington and to develop the facility.

USE CATEGORY: PICNICING

There are no public, developed picnicing sites in Stonington. However, each of the swimming areas listed under the swimming use category in this report is used on occasion for picnicing. In addition, the following sites are either currently being used for picnicing or are under consideration for the development of a picnic area.

Site Number 8

Site Name: Standpipe

Ownership: Private (Anotonio Ramos)

Site Description: The standpipe is located off Sunset Ave. on a ridge overlooking Stonington Harbor. The view from this site is panoramic and includes the harbor area and the outlying islands. This site is presently undeveloped except for the standpipe itself. It is large, generally flat and lightly vegetated with numerous smooth rock ledges and outcrops. Several options for the development of this site have been discussed in the recent past including the development of a resort hotel. However, many residents feel this location would be an excellent site for a town park with picnic facilities such as tables and grills.

Access/Parking: Access to the standpipe is from Sunset Ave. From this road a dirt path leads directly to the standpipe. Cars currently use this path to gain access to this scenic point. Parking is available in the large open area around the standpipe and along the dirt path into the site.

Site Number 9

Site Name: James Stinson Park

Ownership: Public (Town of Stonington)

Site Description: The land for James Stinson Park was left to the Town of Stonington for use as a park. This land is located between the Island Advantage building and the Marshall Stalley residence and extends along the harbor for 135 feet. The site measures approximately 30' by 58' in its proposed developed area. This site is currently being used as a parking lot however, development of this site as a park with picnic facilities and scenic access is currently being planned by the Town. This project will be implemented when funds become available.

Access/Parking: Access to the James Stinson Park site is from Main Street. The park site is located in a portion of the large parking lot behind the Island Advantages building and other facilities on Main Street. Parking for this facility would be in the adjacent lot.

Site Number 10

Site Name: Islands

Ownership: Private (Each Island is Individually Owned)

Site Description: There are forty-three outlying islands within the Town of Stonington's jurisdiction. Most of these islands are used on occasion by Stonington residents for day picnics. Some of the islands have seasonal dwellings on them however, the majority are undeveloped. There are no developed picnic or other recreational facilities on any of the islands. The islands used most often by Stonington residents are Russ, Two Bush, Scott, Potato, Scraggy, The Fort, Hell's Half Acre, Round and Wreck. Round and Wreck islands are owned by the Nature Conservancy. McGlathery Island is owned by the Friends of Nature.

Access: Access to the outer islands can only be obtained by private boat. There is no publicly available transport to any of the islands for the purpose of day tripping.

ADEQUACY ANALYSIS: PICNICING

There are approximately ten generally recognized picnicing sites in Stonington. All but two of these sites are privately owned but all have been used historically for picnicing to some degree. None of the sites provide facilities such as tables, grills or bathrooms. The continued availability of the private facilities identified in this analysis may not exist into the future. As noted for swimming areas, changes in land ownership and use patterns brought on by increased population levels may work to restrict public access to these sites.

The state standard for picnic facilities used by the Maine Bureau of Parks and Recreation for municipalities in Maine is two picnic tables for every 1000 residents. Based on Stonington's present estimated year round population of 1,500 the town should provide three tables to meet this standard. When seasonal residents are added to this figure Stonington's summer population swells to approximately 2,500 which translates to five tables.

Current opinions concerning the need for public picnicing facilities in Stonington were gathered through a questionnaire which was circulated to town residents in May and June of 1988. The results of this survey showed that the majority of respondents of this questionnaire believe the areas in Stonington which are presently used for picnicing are inadequate (51%). Forty-nine percent of the respondents felt that the existing facilities were adequate.

RECOMMENDATION:

Although the results of the questionnaire regarding the adequacy of existing picnicing facilities in Stonington were close, the majority of the respondents felt that the current sites were inadequate for their needs. This condition will most likely worsen in the future due to changing land use patterns and practices. To ensure that coastal picnicing opportunities are available in Stonington into the future it is recommended that the town look into acquiring one or two sites in town which could be developed for picnicing. These sites could be developed solely for picnics or could be as part of a larger development which also provided swimming or scenic access. Potential sites include:

- Standpipe
- James Stinson Park (scenic/picnic)
- Sand Beach (swimming/picnic/scenic)
- Moose Island
- Former town picnic area on Sand Beach Road
- The Ledges

FUNDING SOURCES:

Coastal Planning Grant: These funds could be used to design a park which provides picnic facilities.

Community Development Block Grant: These funds could be used to develop a park facility as part of a downtown revitalization grant.

Waterfront Action Grant: These funds could be used to both acquire and develop a park facility with picnicing facilities if it provided some sort of access to the coast.

Land and Water Conservation Fund: These funds could be used to both acquire the land for and develop a picnicing facility.

USE CATEGORY: HIKING

There are no formal coastal hiking trails along the Town of Stonington's coast. Residents who wish to walk within sight of the coast generally walk along the many public and private roads in town or across private property. Formal hiking areas within Stonington are restricted to two inland locations. These include:

Site Number 11

Site Name: Holt Mill Pond Preserve

Ownership: Public (Town of Stonington)

Site Description: The Holt Mill Pond Preserve is owned by the Town of Stonington and is administered by the Town's conservation commission. Purchased through private donations and state and federal funds beginning in 1976, this preserve provides approximately 1 1/2 miles of trails. The trails provide access to a variety of natural environments including woods, old pasture, ponds, freshwater wetlands and a salt marsh.

Access/Parking: Access to the Holt Pond Preserve is from Cross Road, a paved town road. Parking for the preserve is along the shoulder of the Cross Road. From the main road hikers must walk approximately 200 feet along a public right of way from Wallace Knowlton to the trail head.

Site Number 12

Site Name: Crockett Cove Woods

Ownership: Private (Nature Conservancy)

Site Description: Crockett Cove Woods is a Nature Conservancy preserve in Stonington which provides approximately two miles of nature trail through the woods. This 100 acre preserve is located on the point of land between Burnt and Crockett Coves however, no scenic access to the water is available from this trail network.

Access/Parking: Access to the Crockett Cove Woods Preserve is from Whitman Road in West Stonington. From Whitman Road a private dirt road extends along the northern shore of Burnt Cove into the woods. The Nature Conservancy maintains a small parking area and a sign at the trail head. Trail guides are available at the registration box at the preserve entrance.

ADEQUACY ANALYSIS: HIKING

There are two formal hiking trail systems in Stonington. Both are readily available to the general public for free and collectively they provide approximately three and one half miles of trails. Neither trail system provides a coastal hiking opportunity but each provides access to a variety of natural environments.

The state standard for hiking opportunities which is used by the Maine Bureau of Parks and Recreation to assess the adequacy of such opportunities is one trail system per town. The average nature trail mileage for Maine towns with 2,500 or more residents is .31 miles for every 1000 residents. Stonington exceeds this average.

Local opinions concerning existing and possible future hiking opportunities in Stonington were gathered in the previously described door to door survey conducted in May and June in 1988. These opinions expressed satisfaction with the existing hiking opportunities in town.

RECOMMENDATION:

The town should continue to support the town owned hiking preserve Holt Mill Pond. No additional facilities are needed at this time.

USE CATEGORY: SCENIC ACCESS

There are no formal, developed visual access sites in the Town of Stonington but there are many which are informally used by residents and visitors alike. Scenic vistas can be found on almost every road along Stonington's shore. A number of these sites provide wonderful panoramic views of East Penobscot Bay and it's many islands. However, most of these sightings are of short duration due to the absence of any facilities where a car can pull over, stop and view the scene at leisure. Generally acknowledged and utilized scenic access points in town include the following:

Site Number 13

Site Name: Standpipe

Ownership: Private

Site Description: See site number 8

Site Number 14

Site Name: Burnt Cove

Ownership: Private (Libby Heirs)

Site Description: This scenic vista point is located along Route 172 in West Stonington at the southern head of Burnt Cove. It provides a wonderful view looking west the length of Burnt Cove.

Access/Parking: This access point is directly along Route 172. There is some space beside the road for one or two cars to pull off the road and take in the view.

Site Number 15

Site Name: Whitman Road

Ownership: Private (Robert, Donald and Mae Williams)

Site Description: This scenic vista point is located along Whitman Road in West Stonington and provides a view of Burnt Cove from the north.

Access/Parking: Access to this view is from the Whitman Road. Visitors to this access point must park along the road, there is no off street parking available.

Site Number 16

Site Name: Wally Fifield's Lobster Dealership

Ownership: Private (Wally Fifield)

Site Description: Fifield's Lobster Dealership is located on Fifield Point Road in West Stonington. From this location there is a view of Penobscot Bay and the Camden Hills.

Access/Parking: Access to this site is from Fifield Point Road. Parking is available in Fifield's lot or up the street in a small dirt lot owned by Ken Hardy. For the best view from this location visitors must walk to the shoreline.

Site Number 17

Site Name: Sand Beach Scenic Access Points

Ownership: Private

Site Description: There are three sites along Sand Beach Road which provide excellent visual access looking west over Penobscot Bay. The first two sites are on Sand Beach Road between the village and the beach. The first spot has a pull out at the side of the road large enough to accomodate about 4 cars and the second location provides space along the road for approximately 2 cars. The third site is at the Beach itself. This site is described under site number 1.

Access/Parking: All three sand beach sites are accessed via Sand Beach Road. The only parking available at these sites is along the road in narrow turn offs.

Site Number 18

Site Name: Nelly Dunham's

Ownership: Private

Site Description: This scenic vista point is located along Sand Beach Road. It looks southwest over Penobscot Bay and the Islands. This location is up on a slight hill and therefore provides a more panoramic view. There is a small bench at this site which can be used to enjoy the view from this location.

Access/Parking: Access to this site is from Sand Beach Road. The only parking for this site is along the road. There is no turn out in this location.

Site Number 19

Site Name: Allen's Cove

Ownership: Public (Town Road)

Site Description: This scenic access point is primarily a moving view site. Travelling west on Sand Beach road the road in this location rises into a small hill and provides a wonderful view south to Allen's Cove and west to Penobscot Bay.

Access/Parking: This site is directly on Sand Beach Road as shown on the access study map. There is no parking at this site although a car could pull to the side of the road for a short stop.

Site Number 20

Site Name: Green Head

Ownership: Private (Clyde Conary)

Site Description: This scenic access point provides a view of downtown Stonington from across Green Head Harbor.

Access/Parking: Access to this site is from Main Street to the road leading to Clyde Conary's Lobster Dealership. Some parking for this site is available, however, most of this parking is used by fishermen and by trucks which ship lobsters and fish from this facility.

Site Number 21

Site Name: Elmer Webbers Book/Gift Shop

Ownership: Private

Site Description: From the site of Elmer Webber's Book Store there is a view south and southwest to Green Head Harbor and out to Penobscot Bay and the islands.

Access/Parking: Access to this site is from Main Street in Stonington Village. Visitors to this site can park along Main Street or in Webbers small lot.

Site Numbers 22-27

The following visual access sites are all located within Stonington Village. Each site provides a view of Stonington Harbor but from a different angle. The parking for all of these sites is on a first come first serve basis along Main Street or in the municipal lot behind the fire station. These sites include:

Site Number 22 - Municipal Fish Pier

Site Number 23 - Main Street Sidewalk in Village Center

Site Number 24 - Porch of Overlook Building

Site Number 25 - Church Street

Site Number 26 - Co-op II

Site Number 27 - Sea Breeze Ave.

Site Number 28

Site Name: Bayview Street at North Atlantic Seafood

Ownership: Private

Site Description: This scenic access point is described under site 47. It provides a view of Penobscot Bay and the islands but from a more easterly point than in the village.

Access/Parking: This site is utilized by fishermen and passengers for the Palmer Day 4 excursion boat so parking at this site may be scarce for visitors who wish to enjoy the view here.

Site Number 29

Site Name: Co-op I

Ownership: Private

Site Description: This site is just east of site number 28. It provides a similar view to that found at site 28 but gives a more easterly perspective than in the village or at site number 28.

Access/Parking: Access to this site is from Indian Point Road in Clam City. Co-op I is located on the south side of the road and parking is available there for short term

visitors.

Site Number 30

Site Name: Settlement

Ownership: Private

Site Description: The dock at this old quarry site provides an excellent view of Webb Cove and the islands east of Stonington village.

Access/Parking: Access to this site is from Oceanville Road to a dirt road which leads to the old quarry. The dock area is open and flat and provides plenty of space for parking.

Site Number 31

Site Name: Oceanville Bridge

Ownership: Private

Site Description: This site is described under site number 6. The view from this location is both east and west.

Access/Parking: See site number 6.

Site Number 32

Site Name: Oceanville Clam Factory

Ownership: Private

Site Description: This site is described under site number 5. The view from this site is to the northeast and east.

Access/Parking: See site number 5.

Site Number 33

Site Name: Lovers Lane

Ownership: Public (Town Road)

Site Description: This visual access point is directly along Route 15 at the Stonington/Deer Isle town line. This site provides a view of Inner Harbor to the east and of the Holt Pond wetland area to the west.

Access/Parking: Access to this site is from Route 15. There is some space for parking along the side of the road at the site. This parking is primarily on the Deer Isle side of the town line.

ADEQUACY ANALYSIS: SCENIC ACCESS

There are scenic views from almost every point along Stonington's coastline. Most roads in town provide scenic vistas across small coves or Penobscot Bay. In Stonington village there are countless opportunities to view the harbor from various perspectives. The issue related to scenic access in Stonington is the absence of any formally set aside locations which are dedicated to this use. At present there are no benches, parking spaces or parks in Stonington which are solely for the enjoyment of Stonington's many scenic vistas.

Local opinion, as identified in the previously described survey, related to the preservation of scenic access to Stonington's coast strongly stated the need to preserve existing scenic access points. The most frequently suggested method to achieve this goal was through scenic easements. The second most frequently cited was town purchase.

RECOMMENDATION:

1. The town should examine the feasibility of acquiring and developing several sites within Stonington to secure scenic access to the harbor and to other significant points of scenic access. The feasibility of developing these sites in concert with other facilities such as a beach or picnic area should be examined. The construction of facilities such as benches and parking should be considered at each site. Potential sites for the development of scenic facilities include:
 - Standpipe
 - James Stinson Park
 - Greenhead
 - Sand Beach
 - The Ledges
2. As a lower cost option the town should examine the possibility of securing scenic easements from property owners to preserve existing scenic views.

3. The town should incorporate side setback and height standards into the Shorelands Ordinance to ensure that the scenic access which currently exists along Main Street in Stonington village is preserved.

FUNDING SOURCES:

Coastal Planning Grant: These funds could be used to design a park which provides scenic access to the coast.

Community Development Block Grant: These funds could be used to develop a scenic access park in Stonington village, such as James Stinson Park, as part of a downtown revitalization grant.

Waterfront Action Grant: These funds could be used to both acquire the land for a scenic access point and to develop it.

Land and Water Conservation Fund: These funds could be used to both acquire land for a scenic access site and to develop the site.

USE CATEGORY: RECREATIONAL MOORINGS

Site Numbers 34 - 41

Site Description: Recreational moorings can be found in most coves along Stonington's shore. The most popular locations are Burnt Cove (Site Number 34), Crocket Cove (Site Number 35), Webb Cove (Site Number 36), and Hatch's Cove (Site Number 37). In addition, a few recreational boats can be found moored off Bayview Street between the factory and North Atlantic Seafoods (Site Number 38), off Sand Beach (Site Number 39) and in Green Head Harbor (Site Number 40). The largest concentration of recreational moorings is off Moose Island (Site Number 41). They are provided by Billings Diesel and Marine Service. Billings places 15 guest moorings (5 in the harbor off Moose Island and 10 in Burnt Cove) for transient boaters. These moorings are full most days during the summer months. In addition, Billings provides one permanent mooring off Moose Island for a residential recreational boat. Dockside space is also available at Billings for up to 40 boats. Most of this space is utilized by transient recreational boats throughout the summer months. These boats utilize the Billings marina services such as gas, ice, showers, laundry, repairs and the ship store.

ADEQUACY ANALYSIS: RECREATIONAL MOORINGS

Most permanent recreational moorings in Stonington are located outside the harbor area in small coves such as Burnt, Crockett, and Webb. Transient moorings are located both in the harbor area and outside it in Burnt Cove. To date there has not been a significant demand for permanent recreational moorings in Stonington's waters. However, transient moorings are in high demand throughout the summer months and based on information provided by Billings Diesel and Marine which provides most of these moorings the demand for transient moorings is growing each year.

Local concerns and opinions regarding recreational moorings center primarily on the conflict between recreational and commercial users in the harbor area. At present there does not appear to be a problem since of the 263 permanent mooring spaces in the harbor only approximately 8 to 10 are utilized by recreational boats (either transients or permanent residents).

RECOMMENDATION:

The town should continue to monitor the assignment and utilization of moorings in the harbor to ensure that conflict does not arise between commercial and recreational users over the demand for permanent mooring space. In the future should conflict arise modification of the harbor ordinance may be required to ensure that commercial fishermen have access to the harbor.

USE CATEGORY: BOAT REPAIR, STORAGE AND LAUNCHING FACILITIES

Site Number 42

Site Name: Billings Diesel and Marine Service

Ownership: Private

Site Description: Billings Diesel and Marine provides boat building, repair, storage, launching and associated marina services for both commercial and recreational boats. This yard has a travel lift, crane and four marine railways for boat launching and hauling and can launch boats of all sizes. This facility is generally utilized for non-trailerable boats. Storage space is available for approximately 130 recreational boats.

Access/Parking: Billings Diesel and Marine is located on Moose Island at the western end of Stonington village. Access is via Main Street to a narrow causeway which attaches the island to the mainland. Parking is available at the yard.

Site Number 43

Site Name: Burnt Cove Launching Area

Ownership: Private (Bob Williams)

Site Description: This small launching facility is located along the northern shore of Burnt Cove. It is owned by Bob Williams a local fisherman who also maintains a small wharf at this location. Mr. Williams grants permission to use this facility to some residents and will also store a few small boats there. This facility can accomodate most trailerable boats but its use is restricted to high and mid tides.

Access/Parking: Access to this boat launch is from Whitman Road near West Stonington. Once on Whitman Road the launching area is on the left directly adjacent to a small wharf. The only parking for this facility is along Whitman Road.

Site Number 44

Site Name: Oceanville Clam Factory

Ownership: Private

Site Description: See Site Number 5

Site Number 45

Site Name: Colwell's

Ownership: Private (Colwell's)

Site Description: This launching facility is located at the intersection of Seabreeze Avenue and Bayview Street near the Colwell building. This facility can handle any trailerable boat up to approximately 18 feet and can be used free of charge by residents by asking permission from Colwell's.

Access/Parking: Access to Colwell's launching area is from the intersection of Seabreeze Avenue and Bayview Street. Colwell's is located at the end of the street and the launching facility is just east of the dealership building. No parking is available near this launching facility.

Site Number 46

Site Name: Green Head

Ownership: Public (Town of Stonington)

Site Description: This town owned property is located in Stonington Village along Main Street. It is a small piece of land which slopes from the road down to Green Head Harbor (see site number 7). At present there are several derelict boats on this property however some residents would like to see this area developed as a town-owned boat launch.

Access/Parking: Access to this site is from Main Street. There is no off-street parking available at this location. If this facility were to be developed as a town launching area a parking lot would be needed.

ADEQUACY ANALYSIS: BOAT LAUNCHING FACILITIES:

There are four generally utilized boat launching sites in Stonington. All four of these sites are privately owned but three of them may be used free of charge by most town residents by asking permission of the property owner. There are no publically owned and developed boat launches in Stonington which provide parking and all tide launching conditions.

State standards for boat launching facilities are measured through the amount of parking available at public boat launching sites. This standard is 4.82 spaces per 1000 residents. Based on this standard Stonington should provide a launching facility with between 7 and 12 spaces depending on whether the town's seasonal population is considered. There are no boat launching facilities in Stonington, with the possible exception of the Oceanville clam factory site, which provides this much parking.

Public opinion in Stonington regarding the adequacy of existing private boat launching facilities, as identified in the 1988 survey, says that the existing facilities are adequate (60%). Only 40% of survey respondents felt the existing facilities were inadequate and that a town facility should be built.

RECOMMENDATION:

Boat launching is of significant concern to both commercial and recreational boaters in Stonington. Although both of these categories of boaters currently feel the existing boat launching facilities are adequate, changes in ownership at all of these sites could remove these sites from public use. To ensure continued access to the water for both commercial and recreational boats it is recommended that the town examine the feasibility of developing a town owned and operated boat launch which would provide full tide launching and parking for approximately 12 to 15 cars with trailers. Potential sites for such a facility would include:

- Greenhead (small boat launching)
- Settlement (marina type services)
- Oceanville Clam Factory

FUNDING SOURCES:

Maine's Public Boating Facilities Fund: This fund could be used to fund the construction of a boat ramp facility in town.

Wallop Breaux Program: These funds could also be used to build a public boat launching facility in Stonington.

ADEQUACY ANALYSIS: BOAT REPAIR AND STORAGE:

There are two boat storage sites in Stonington and one large repair yard. The general consensus in Stonington, as shown in the 1988 survey, is that these facilities are adequate (94% of the respondents felt they were adequate).

RECOMMENDATION:

In the future Billings Diesel and Marine, which stores most boats in Stonington, will most likely need additional space to undertake this activity. The town should be sensitive to this need and consider allowing boat storage as a permitted use in any zoning proposal considered.

USE CATEGORY: BOAT TOURS/FERRY SERVICE

Site Number 47

Site Name: Palmer Day 4

Ownership: Private (Reginald Greenlaw)

Site Description: The Palmer Day 4 offers sightseeing tours around Stonington's islands and out to Vinalhaven. It runs during July and August offering one trip a day except on Wednesday when two trips are available.

Access/Parking: The Palmer Day 4 leaves from a wharf at the end of Bayview Street near Village Electric and North Atlantic Seafoods. Parking for this excursion service is directly adjacent to the wharf or along Bayview Street. Parking is limited and patrons of the Palmer Day 4 must compete with fishermen, seafood trucks and North Atlantic Seafood customers for space.

Site Number 48

Site Name: Isle au Haut Ferry

Ownership: Private (Isle au Haut Company)

Site Description: The Isle au Haut Company operates two boats between Stonington and Isle au Haut during the summer months. One boat operates during the rest of the year. One boat brings people to and from the island while the second boat provides a scenic ride around the island then returns to Stonington.

Access/Parking: Access to the Isle au Haut ferry boats is from Atlantic Avenue in the heart of Stonington village. The Isle au Haut Company leases wharf space on a year to year basis from Atlantic Ave. Hardware and access to the boats is from their dock. Parking for the ferry is a problem. Some spaces are available for ferry patrons from Atlantic Ave. Hardware for a fee and some parking is available in the municipal lot behind the fire station. However, parking in the village area in general is scarce and the location of this ferry service significantly compounds the problem.

ADEQUACY ANALYSIS: BOAT TOURS/FERRY SERVICE

There are two boat tours which leave Stonington harbor during the summer months. In addition, the Isle au Haut ferry leaves the harbor year round. The major issue concerning these services is the availability of wharf space for the boats and parking for the patrons. Both boat services presently lease wharf space. These facilities,

especially those at Atlantic Avenue Hardware, may not be available in the future due to a change in use of the wharf. Parking for patrons of these services is especially short during the summer.

RECOMMENDATION:

1. The town should investigate options for the placement of ferry and tour services outside the harbor area.
2. The town should work with the National Park Service to provide additional parking outside the downtown area for zisle au Haut tour and ferry service patrons and look into shuttle bus service from these lots.

FUNDING SOURCES:

Community Development Block Grant: CDBG funds could be used ot build additional parking facillties in Stonington as part of a downtown revitalization grant.

Waterfront Action Grant: These funds could be used to fund the construction of parking facilities as part of a waterfront park project.

Land and Water Conservation Fund: These funds could be used to construct parking facilities in the village as part of a park project.

USE CATEGORY: BOAT RENTALS/LESSONS

Site Number 49

Site Name: Frank Hull Sailing Center

Ownership: Private

Site Description: The Frank Hull Sailing Center is located on the southern side of Burnt Cove. At this facility individuals may rent sailboats or dinghys and can take sailing lessons.

Access/Parking: Access to this facility is from Fifield Point Road. Parking is available at the sailing center.

Site Number 50

Site Name: Explorers at Sea

Ownership: Private

Site Description: Explorers at Sea is an organization which rents kayaks and gives instructions in ocean kayaking.

Access/Parking: Access to the Explorers at Sea facility is from Indian Point Road. From this road, access to the site is via Emily Muir's driveway. Parking is available at the Explorers at Sea site.

Site Number 51

Site Name: Billings Diesel and Marine Service

Ownership: Private

Site Description: At Billings Diesel individuals may rent small motor boats and dinghys for a fee.

Access/Parking: See site number 42

ADEQUACY ANALYSIS: BOAT RENTALS:

There are two locations in Stonington to rent a small boat. These sites appear to be adequate for the present.

RECOMMENDATION:

During the development of any zoning revision proposals for the harbor area the town should consider the impact of additional boat rental activities on existing commercial users.

USE CATEGORY: RECREATIONAL WHARF SPACE

Site Number 52

Site Name: Town Landing on Hagan Dock

Ownership: Public (Town of Stonington)

Site Description: This town owned dock is located in Stonington Harbor just behind the town fire station. This facility is specifically for recreational boats and is provided only for short duration docking. This dock will accomodate both power and sail boats up to approximately 30 feet in size. About 6 boats, depending on size, may tie up at this dock at any one time.

Access/Parking: Access to this site is from Main Street in Stonington village. Parking for this facility is in the lot behind the fire station. However most users of this facility come by water and therefore do not need parking.

Site Number 53

Site Name: Billings Diesel and Marine Service

Ownership: Private

Site Description: Billings provides recreational wharf space for approximately 35 to 40 boats. Their facilities include one 350 foot dock, two 120 foot docks and 25 floats. The majority of these facilities are used by transient boats on a day to day basis. Billings facilities are generally full every night throughout the summer months.

Access/Parking: See site number 42

ADEQUACY ANALYSIS: RECREATIONAL WHARF SPACE:

Public recreational wharf space is provided at two lcoations around Stonington. One of these facilities provide round the clock dock space for a fee while the town facility provides free short term docking. In addition to this wharf space several island owners have, in the past several years, acquired buildings and previously commercial wharfs in the harbor area to serve their access needs. These facilities include the wharf behind Stonington's drug store and the wharf behind the former Stanley Eaton house. These facilities have been acquired by these seasonal residents to provide parking and a mainland base where they can shower, shop, do laundry and tie up a boat. Because of the shortage of public facilities in Stonington to servè these needs the island dwellers felt it necessary to provide themselves with private facilities.

The majority of respondents to the 1988 survey conducted for this study stated that the existing recreational landing space in Stonington is adequate. However, it is obvious from the demand felt by Billings for transient moorings and wharf space and the actions taken by seasonal island dwellers that more facilities are needed to accomodate Stonington's growing recreational demand.

RECOMMENDATION:

1. The town should work with the seasonal island residents in an effort to encourage them to develop one land base for all island dwellers. This facility should provide fresh water, showers, laundry facilities, parking, dock space for small boats and carriages or carts for the transport of groceries, hardware or other items from their place of purchase back to the land base.

This facility should be sited as far out of Stonington harbor as feasible. However, if a site outside the immediate harbor area is chosen then some type of ground transportation to the village will be needed to accomodate the transport needs of the users of this facility.

2. The town should investigate the possibility of providing additional short term recreational landing space in Burnt Cove where access to the Burnt Cove market is possible. Fresh water should be provided at this facility.
3. The town should work to enforce the ordinances which currently regulate how the town landing can be used to ensure its availability to as many individuals as possible.

COMMERCIAL ACCESS POINTS ALONG THE SHORE

USE CATEGORY: PRIVATE WHARFS

Site Number 1

Site Name: Garner Gross

Ownership: Private (Garner Gross)

Location: Oceanville

Site Description: This small stone wharf is located in the Oceanville section of town at the site of the old Oceanville Clam Factory. There are two wharfs at this site however only the Gross wharf is presently being used actively for fishing. The second wharf is owned by summer residents. the Gross wharf is in good condition. There is a small shed located on the wharf and two lobster cars are pulled up onto the shore just east of the wharf. A small boat launch is located nearby (see site # 44 in the recreational access portion of this report). This wharf is used by Mr. Gross for lobstering and provides space for the storage of his punt, traps, and other equipment. It is also a facility from which to load his boat. Mr. Gross also stores lobsters at this site in the two lobster cars. This wharf is available at all tides.

Access/Parking: Access to this site is described under site #5 in the recreational portion of this report. Mr. Gross parks his vehicles on a flat area directly adjacent to his wharf.

Site Number 2

Site Name: Robert Williams Wharf

Ownership: Private (Robert Williams)

Location: Burnt Cove

Site Description: This mid-sized wharf is located along the northern shore of Burnt Cove. It is a stone filled wooden structure in good condition. A float extends out from this structure into Burnt Cove and a small boat launch is located nearby. (see site #43 in the recreational portion of this report). This facility is owned and used by Robert Williams, a local lobsterman. Mr. Williams uses this facility to store traps and equipment and to load his boat. He also uses it to tie up his punt. Mr. Williams occasionally allows other fishermen to use this facility. This wharf is not available at low tide due to the shallow depth of water in the cove at this location. Mr. Williams also stores lobsters at this facility in a lobster car which he moores

nearby.

Access/Parking: Road access to this site is described under site #43 in the recreational access portion of this report. Mr. Williams lives across the street from this facility and thus can walk to it. However, he can drive a car or truck up onto the wharf and has space to park several vehicles there.

Site Number 3

Site Name: Wolcott Hardy Wharf

Ownership: Private (Wolcott Hardy)

Location: Burnt Cove

Site Description: This small wooden wharf is located on the northern shore of Burnt Cove just west of Bob Williams wharf. It is owned and used by Mr. Hardy, a local lobsterman, who uses the site to store traps and equipment and to load his boat. He also uses it to tie up his punt. This facility is in fair condition and can only be accessed by water during high and mid tides.

Access/Parking: Access to this site is identical to that for site #2 except that this facility is a bit farther out Whitman Road. There is no vehicle access directly to the site. Vehicles which bring people or supplies to this site must park just off Whitman Road near the wharf.

Site Number 4

Site Name: Donald Libby Wharf

Ownership: Private (Donald Libby)

Location: Burnt Cove

Site Description: This large wharf is located at the head of Burnt Cove along it's southern shore near the intersection of Sand Beach Road and Fifield Point Road. It is a stone filled wooden structure which is owned and used by Donald Libby, a local lobsterman. Mr. Libby uses the wharf to store his traps, supplies, equipment and to load his boat. He also uses it to tie up his punt. This wharf is in good condition but is unavailable at low tide due to low water conditions in this section of the cove.

Access/Parking: Road access to this site is from Fifield Point Road. The Libby wharf is on the north side of the road just beyond the intersection of Sand Beach Road. There is parking at this site for several vehicles, however direct car or truck access

to the wharf is obstructed by a storage building which is sited between the wharf and the road.

Site Number 5

Site Name: McGuffie Wharf

Ownership: Private (McGuffie)

Location: Sand Beach Cove

Site Description: This small wooden wharf is constructed directly adjacent to the rocks which form sand beach cove. It is on the southern shore of the cove and is in good condition. The intensity of use on this wharf appear to be significantly lower than on other similarly sized facilities. The reason for this condition may be the inaccessibility of this facility at low water and the inability of vehicles to directly access the wharf. This site is used by the McGuffies for fishing.

Access/Parking: Access to this site is described under site #1 in the recreational portion of this report. Parking is available near the wharf directly behind Sand Beach, but a significant change in topography between the access road to the beach and the wharf, which sits atop a rock outcrop, eliminates direct access to the wharf by car or truck.

Site Number 6

Site Name: Wayne Ciomei Wharf

Ownership: Private (Wayne Ciomei)

Location: Stonington Harbor

Site Description: This small stone wharf is directly adjacent to Indian Point Road near Co-op 1. It is used by Wayne Ciomei, a lobsterman, and a few other fishermen with permission. Mr. Ciomei uses this facility to store traps and equipment and to load his boat. He also uses it to tie up his dinghy. He has a small storage shed on the wharf. This wharf is in good condition. It is inaccessible at low tide due to low water conditions.

Access/Parking: Access to this site is from Indian Point Road, a town road. The Ciomei wharf is on the south side of the road just east of Co-op 1. There is some parking at the wharf. Approximately two cars can be parked in this location for access to the wharf.

Site Number 7

Site Name: Stonington Packing Company-Port Clyde Foods

Ownership: Private

Location: Stonington Harbor

Site Description: The Stonington Packing Company is the only commercial processing /canning company in Stonington. This facility cans sardines (small herring) and fish steaks (larger herring) and is generally open all year. During the winter months when local herring is unavailable or in short supply the cannery buys herring from Canada. During the summer months the factory buys herring off local boats. The factory is the second largest employer in Stonington employing approximately 40 people from as far away as Blue Hill.

The factory has a large stone and wooden wharf directly adjacent to its building. At this wharf two large fishing boats (up to 60') can dock and offload herring. Adjacent to the wharf, approximately 4 feet below mean low tide, there is an intake pump used to pump the fish out of the boats and into the factory. The existing wharf is in fair condition on one side and good condition on the other side.

By-products of the cannery are bait, which is used by local fishermen, and fish scales which are shipped to facilities for the manufacture of items such as nail polish and buttons.

Access/Parking: Road access to the factory is from Sea Breeze or Bay View Avenues. There is a loading platform at the site which is used up to 4 times a day to transport both fish into and canned products out of the plant. There is very little parking available at the factory. Workers at the plant are either picked up at their homes in Company buses for transport to the site or they park along Sea Breeze Avenue, at the Methodist Church or in the funeral parlor lot in town.

Site Number 8

Site Name: Dick Turners Wharf

Ownership: Private (Dick Turner)

Location: Stonington Harbor

Site Description: This small wooden wharf is located in Stonington Harbor directly adjacent to Colwells Lobster Dealership and across a small inlet from Co-op 2. This wharf is in good condition and is owned and used by Dick Turner, a gillnetter and lobsterman. Mr. Turner lives in a house directly adjacent to this wharf and fishes from this location with his son. He stores traps, equipment, and loads his

boat at this wharf. He also ties up his punt at this location. This wharf is unavailable at low tide due to low water conditions however directly adjacent to this facility, there is an excellent spot to ground out a boat.

Access/Parking: Road access to this wharf is from Sea Breeze Avenue. Parking for this facility is in Mr. Turners yard.

Site Number 9

Site Name: Pearl Billings

Ownership: Private (Pearl Billings)

Location: Green Head

Site Description: This small stone wharf is located directly adjacent to West Main Street near the corner of Ocean Avenue. It is owned and used by Pearl (Honk) Billings, a local lobsterman, who stores traps, equipment and his punt there. He also loads his boat from this location. There is a small shop on the wharf. Both the shop and the wharf are in good condition. This facility is inaccessible by water at low tide due to the absence of water in Green Head harbor during this tidal condition.

Access/Parking: Access to this wharf is from West Main Street in Stonington village. There is a small amount of parking on or directly adjacent to this wharf.

Site Number 10

Site Name: Nick Eremita Wharf

Ownership: Private (Nick Eremita)

Location: Green Head

Site Description: This small wooden wharf is located just off Ocean Avenue in Green Head. It is owned by Nick Eremita, a summer resident of Stonington from Bangor, and is used by Billy Hutchinson, a local lobsterman, who leases the site with his son. The wharf itself is in fair condition and is used by the Hutchinsons to store their traps and equipment and to load their boat. It is also used to tie up their punt. The Hutchinson's park directly adjacent to the wharf. This facility, like most of those in Green Head harbor, goes dry at low tide.

Access/Parking: Access to this facility is from Ocean Avenue. The wharf is on the east side of the road. There is no parking on this wharf. The Hutchinsons must park their cars along Ocean Avenue.

Site Number 11

Site Name: Fred Hutchinson Wharf

Ownership: Private (Fred Hutchinson)

Location: Green Head

Site Description: This small wooden wharf is just down the coast from the Eremita facility. It is owned and used by Fred Hutchinson, a local lobsterman, to store traps and fishing supplies and equipment, and to load his boat. He also uses it to store his punt. This facility is also utilized by Mr. Hutchinson's two sons and by others with permission. This facility is in fair condition and is dry at low tide.

Access/Parking: Access to this site is from Ocean Avenue. There is some parking at the site however Mr. Hutchinson lives within walking distance of this facility.

Site Number 12

Site Name: Junior Bray Wharf

Ownership: Private (Junior Bray)

Location: Green Head

Site Description: This medium size stone wharf is located off Ocean Avenue just down the coast from site #19. It is in good condition and is owned and used by Junior Bray, a local lobsterman. Mr. Bray's son and others also use this site to support their fishing activities and to store their dinghies. There is a lobster car at this site which Mr. Bray uses to store lobsters during the fall and early winter months. This facility can handle two boats at a time but is dry at low tide. There is an area to ground out a boat directly adjacent to this facility.

Access/Parking: Access to this site is from Ocean Avenue. there is parking at this site for about 3 cars.

Site Number 13

Site Name: Andrew Gove

Ownership: Private (Andrew Gove)

Location: Stonington Harbor

Site Description: This large wooden pier is located near West Main Street in Stonington village. It is well equipped and maintained and is owned and utilized by Andrew Gove, a local fisherman. Mr. Gove uses the wharf for the storage of lobster traps, fishing equipment and supplies and to load his boat. He also uses it to tie up his punt. There is a storage and work shed on the wharf and Mr. Gove's home is directly adjacent to the wharf. This wharf is in good condition and occasionally other fishermen utilize it with Mr. Gove's permission. This wharf is inaccessible at low tide due to low water conditions in this portion of Stonington harbor. Approximately two boats can tie up at this wharf at high tide. Adjacent to this wharf Mr. Gove keeps a lobster car for the storage of lobsters.

Access/Parking: Road access to this wharf is from West Main Street to Mr. Gove's driveway and yard. Parking for this facility is in Mr. Gove's yard.

Site Number 14

Site Name: Billy Gove Wharf

Ownership: Private (Billy Gove)

Location: Stonington Harbor

Site Description: This small stone wharf is just up the shore from Andrew Gove's wharf. It is owned and utilized by Billy Gove, Andrew's brother. Billy Gove is a local lobsterman who uses this wharf to store his fishing equipment and to load it onto his boat. He also uses it to tie up his dinghy. This wharf is directly adjacent to Billy Gove's house and it is in good condition. This wharf is dry at low tide and there is an area just to the east of the wharf for grounding out a boat for periodic repairs and maintenance.

Access/Parking: Road access to this site is from West Main Street. Parking for this facility is in Billy Gove's yard.

Site Number 15

Site Name: Ashley Mitchell Wharf

Ownership: Private (Ashley Mitchell)

Location: Stonington Harbor

Site Description: This small stone wharf is just west of site #14. It is owned and utilized by Ashley Mitchell a local lobsterman. Mr. Mitchell uses the wharf for the storage of fishing gear and to load his boat. He also uses it to tie up his punt. His home is directly adjacent to the wharf. This wharf goes dry at low tide and is in

need of some repair. There is a spot directly adjacent to this wharf to ground out a boat for minor repairs and periodic maintenance.

Site Number 16

Site Name: Tenesa Webber

Ownership: Private (Tenesa Webber)

Location: Stonington Harbor

Site Description: This large stone wharf is directly west of site #15. It is owned by Teresa Webber but it is used by her nephew Steve Robbins, a local lobsterman. Mr. Robbins has a workshop in a house next to this wharf and uses the wharf to store equipment and supplies and to load them onto his boat. He also uses it to tie up his dinghy. This wharf is in good condition. It is dry at low tide.

Access/Parking: Road access to this site is from West Main Street to a small driveway which leads to a small book store/gift shop which is directly adjacent to the wharf. Parking for this facility is next to the bookstore building.

Site Number 17

Site Name: Louise Gross

Ownership: Private (Louise Gross)

Location: Stonington Harbor

Site Description: This small stone and wooden wharf is owned by Louise Gross who lives adjacent to it. It is located just west of site #16 and is used by relatives of Mrs. Gross, Archie Hutchinson and his son Steve. The Hutchinsons are lobsterman and use this wharf to store traps and equipment and to load these supplies onto their boat. They also use it to store their dinghy. This wharf is in good condition. It goes dry at low tide.

Access/Parking: Road access to this site is from West Main Street. There is some parking near the wharf via a small driveway from West Main Street.

Site Number 18

Site Name: Clyde Conary's Lobster Dealership

Ownership: Private (Clyde Conary)

Location: Green Head

Site Description: This lobster dealership is located in the Green Head section of Stonington Harbor. It is operated by Clyde Conary who maintains a large well equipped wharf and float at this location. This wharf is in good condition and is available at all tides. Gas and bait are available here to local fishermen who in return sell part or all of their catch to Mr. Conary. Approximately 3-4 boats can tie up at Colwells at one time.

The lobstermen of Stonington tend to develop a sort of alliance with one or another of the five lobster dealerships in Stonington. Once an alliance is formed the dealership supplies gas, bait and space to park and keep a dinghy to the lobsterman and the lobsterman in return operates from the dealership and sells all or most of his catch there. These alliances are flexible however, and can change periodically.

Conarys maintains lobster cars for the short term storage of lobster but does not have a lobster pound. Products purchased by Conarys include: lobsters, crabs, and scallops. No finfish is purchased at this facility. All fish purchased at this facility (except a small amount sold locally) is shipped to Boston and Portland.

Access/Parking: Road access to Conarys is from Ocean Avenue. Approximately 15 to 20 cars can park at this dealership in scattered unpaved lots. Most of this parking is utilized by fishermen. There is space for approximately 10 to 12 dinghies at Conary's float.

Site Number 19

Site Name: Colwell's Lobster Dealership

Ownership: Private (Thomas, Andrew and Leali Colwell)

Location: Stonington Harbor

Site Description: This lobster dealership is located in Stonington village directly adjacent to the Factory. It has a large stone wharf in good condition and a float where 3 -4 boats can tie up at one time to take on supplies or off-load a catch. This wharf is available at both high and low tides. Colwells sells gas and bait to lobstermen and buys lobsters, clams, scallops and crabs which they sell in Portland and Boston. In addition Colwells supplies space for vehicle parking and dinghy tie ups for the fishermen who operate from this facility. Colwells maintains a lobster pound off Moose Island where it stores thousands of pounds of lobsters for sale during the winter months.

The Colwell facility was recently sold for approximately \$350,000. Although there was significant interest in this site for use as a marina, the actual buyers of this

facility plan to continue its use as a lobster dealership.

Access/Parking: Road access to this site is from Sea Breeze Avenue. There is parking at this location for up to 12 cars in an unpaved lot adjacent to the dealership building. Most of this parking is utilized by fishermen. Approximately 10 dinghies can tie up at Colwell's float.

Site Number 20

Site Name: Fifields Lobster Dealership

Ownership: Private (Wally Fifield)

Location: Burnt Cove

Site Description: This lobster dealership is located in Burnt Cove. It is the only dealership outside Stonington Harbor. It is owned by Wally Fifield and has a large wooden wharf with a float and a second stone wharf. Both wharfs are in good condition. This dealership provides gas and bait to lobstermen and has space for them to park and to tie up their dinghies. This wharf is accessible under all tidal conditions. Fifields purchases lobster, clams, scallops and crabs and maintains two lobster cars for short term lobster storage. Fifields ships fish to Portland and Boston for sale.

Access/Parking: Road access to this dealership is via Fifield Point Road in West Stonington. There is parking at the dealership for up to 20 cars. This parking is used primarily by fishermen. There are approximately 10 to 12 spaces at Fifield's float to store fishermen's dinghies.

Site Number 21

Site Name: North Atlantic Seafoods

Ownership: Private

Location: Stonington Harbor

Site Description: This lobster dealership is located at the end of Bay View Street on the outskirts of Stonington village. It has a large stone wharf which is available at both high and low tides and a float where 3-4 boats can tie up at one time. This wharf is in good condition. Services at the dealership include gas and bait as well as parking and dinghy space for fishermen who utilize this dealership. North Atlantic seafoods buys lobsters, clams, scallops and crabs and maintains a lobster pound for the long term storage of lobsters. They ship fish to Portland and Boston for sale.

Access/Parking: Road access to this site is from Bay View Street. There are approximately 30 spaces for parking near the dealership building but fishermen must compete with passengers of the Palmer Day 4 excursion boat for space since this boat berths at an adjacent dock. Approximately 15 dinghy spaces are provided for fishermen at the North Atlantic Seafoods float.

Site Numbers 22 and 23

Site Name: Stonington Lobster Co-op 1 and 2

Ownership: Private (Cooperative ownership by local fishermen)

Location: Stonington Harbor

Site Description: The Stonington Lobster Co-op is an organization of local lobstermen. There are approximately 111 members of the Co-op and as a member each individual lobsterman earns profits on the Co-op's earnings. For all other purposes the Co-op operates just like any other dealership.

There are two locations from which the Co-op operates. Co-op 1 is located off Indian Point Road. It has a large wooden wharf with a float and it sell gas and bait and supplies space for parking and dinghy storage. There are two marine railways at this site for short term hauling and repair of member boats and the Co-op maintains several lobster cars. In the past, Co-op 1 also purchased finfish and operated a processing unit to fillet and sell this product. However because of the irregularity of the finfish catch this activity was discontinued. The wharf which was used for this activity still exists at Co-op 1. Co-op 1 operates year round.

Co-op 2 is located in downtown Stonington. It operates only between May and November when the lobster catch is large enough to warrant the use of both the Co-op 1 and Co-op 2 facilities. The facilities at Co-op 2 include a medium size wooden wharf in good condition plus a large float. Gas and bait are sold at Co-op 2 and there is space to tie up punts on one side of the float and parking spaces between the Co-op 2 building and Atlantic Avenue Hardware. This facility is available under all tidal conditions and lobster storage cars are located in the float. The Co-op ships fish to Portland and Boston for sale.

Access/Parking: Road access to Co-op 1 is via Indian Point Road. There is parking at this facility for fishermen. Road access to Co-op 2 is from Atlantic Avenue. There is parking at Co-op 2 for fishermen but because of the general congestion in the village area during the summer months finding parking in this area can be difficult for tourists and fishermen alike.

ADEQUACY ANALYSIS: PRIVATE WHARFS

There are 23 private wharfs in Stonington which are presently being used for some type of fishing activity. Six of these wharfs are owned by Dealerships or the Stonington Co-op and one is owned by the Stonington Packing Company. The remaining 16 wharfs are all owned or utilized by individual fishermen. Over the past two years three of Stonington's private wharfs which were previously used for fishing have been taken out of this use (Stanley Eaton Wharf, Drugstore Wharf and the Avon Hutchinson Wharf) and several of the currently active wharfs are owned by fishermen who do not have children who fish or heirs who could be expected to keep these facilities in an active marine related use.

The dealership wharfs are all used in the same manner. They supply bait, fuel, parking and a space to keep a dinghy to lobstermen and in return a lobsterman sells all or most of his catch to the dealership.

The private wharfs provide convenient storage space for fishing equipment and supplies to individual fisherman and a location for the fisherman to park and to tie up his dinghy. In addition, these wharfs provide a convenient set up for the loading and off-loading of equipment from the fisherman's boat and they may provide space to ground out a boat for periodic maintenance.

The number of fishermen in Stonington with a private wharf at his disposal is quite small. Of the approximately 300 fishing boats in Stonington only a handful of these boats have access to a private wharf. The ones that do not have access must rely on the lobster dealerships or the municipal fish pier to provide them with the access they need to service and supply their boats. These facilities are currently tight on space, especially parking and wharf space and thus the loss of additional private wharf space would increase this problem.

RECOMMENDATION:

Based on discussions with local town officials, fishermen and seafood dealers it appears that there is enough wharf space in Stonington at present to adequately service the existing fishing fleet. However, it was felt that the continued loss of this space would be felt throughout the fishing community by increasing congestion at the remaining loading, servicing and unloading points.

To preserve existing wharf space in Stonington the Town should:

1. Revise the Shorelands Ordinance for the Town of Stonington to protect water dependent uses from other competing uses in the harbor district (see Appendix 2).
2. Examine the feasibility of obtaining easements on existing private wharfs to ensure their continued availability to the fishing community.

3. Examine the feasibility of acquiring additional commercial wharf space to ensure that adequate space is available for commercial fishermen in the future.

FUNDING SOURCES: (see Appendix 1 for details)

Coastal Planning Grants: These funds could be used to design a harbor plan which would identify potential sites for local acquisition.

Waterfront Action Grants: These funds could be used for the acquisition and development of shorefront lands to improve public access.

USE CATEGORY: PUBLIC WHARFS

Site Number 24

Site Name: Stonington Fish Pier

Ownership: Public (Town of Stonington)

Location: Stonington Harbor

Site Description: The Stonington Fish Pier is located in Stonington Harbor just off Main Street. It was constructed in 1985 to provide a facility primarily for finfish fishing. The sole use of this facility is for the loading and unloading of fishing and other commercial vessels on a short term basis. There are five unloading bays on the pier. The largest boat which can utilize the pier is approximately 70 feet. Local fish dealers buy directly from the boats which use the pier. As with the lobster dealerships individual fishermen generally develop casual buying relationships with certain fish dealers. Once a relationship is struck the dealer supplies the fisherman with ice and in return the fisherman agrees to see all or a certain portion of his catch to the dealer. There are approximately 33 boats which utilize the fish pier. The majority of these boats are gillnetters however some mussel boats and some lobster boats off-load there. Twenty trucks are presently licensed to enter onto the pier to buy fish or to provide services such as repairs or fuel delivery. There is parking available on the pier for fish dealers, service vehicles and for fishermen who have purchased licenses to use the pier. Approximately 12 to 20 cars can be parked on the pier. There is also a float for the storage of up to 17 skiffs or dinghies. All 17 spaces are currently taken.

ADEQUACY ANALYSIS: PUBLIC WHARFS

The level of activity at the fish pier is extremely high. Over the past three years the number of boats and trucks licensed to use this facility has grown steadily.

Based on discussions with local officials, fishermen, and fish dealers the fish pier is adequately accommodating its current use without substantial delays, although periodic delays do occur. Currently there is no limit on the number of fishermen that can purchase permits to use the pier or on the number of dealers that can buy fish there. This system seems to be working adequately.

RECOMMENDATION:.

The Town should continue to monitor operations at the fish pier to identify any potential congestion problems. Should changes in the use of nearby private fishing wharfs occur, the Town should evaluate the impact of these changes on fish pier operation to determine if additional space or changes in operating procedures are needed.

USE CATEGORY: BOAT LAUNCHING FACILITIES

The four boat launching sites identified in the recreational access portion of this report are also utilized by commercial fishermen. There are no additional purely commercial launch sites in Stonington.

ADEQUACY ANALYSIS: BOAT LAUNCHING FACILITIES

Most Commercial Fishing Boats In Stonington are too large to launch or haul at a typical trailer type launching facility. They must be launched using either a travel lift or a marine railway. The only facility in Stonington with this equipment is Billings Diesel and Marine and at present Billings does launch and haul most fishing boats in Stonington. Last year Billing's launched between 300 and 400 commercial vessels.

Smaller fishing boats such as those used by clammers, wormers or musselers can be trailer launched.

Discussions with local officials and fisherman in Stonington pointed to the need for a small boat launching facility in Stonington and the desire for a lower cost alternative to Billings for large boat hauling and launching.

As noted in the recreational access portion of this report the currently existing private small boat launching facilities in Stonington can not be counted on in the future. Changes in use or ownership of these sites could remove them from public use.

RECOMMENDATION:

1. The Town should examine the feasibility of developing a town owned and operated boat launch which would provide full tide launching and parking. In the development of this facility the needs and desires of local fisherman regarding the location of such a facility should be thoroughly investigated.
2. The Town should encourage the development of a full service marina outside the harbor area which could provide launching and hauling services for fishermen. Such a facility would provide the fishermen with an alternative to Billings.

FUNDING SOURCES:

Maine's Public Boating Facilities Fund: This fund could be used to fund the construction of a public boat ramp facility in Stonington.

Wallop Breaux Program: These funds could also be used to build a public boat launching facility in town.

USE CATEGORY: COMMERCIAL VESSEL REPAIRS

The only facility equipped to undertake major vessel repair in Stonington is Billings Diesel and Marine Services on Moose Island (site #25). This facility can undertake most repairs a fishing vessel might require and has the equipment needed to haul a boat for these services.

Smaller repairs such as engine servicing, welding, and electronic work can be undertaken at any available wharf. Nat Bradshaw, Stan Leighton, Svend Olsen Electronics, Blackmore electronics and Bruce Cole Engine are all local repair establishments and individuals. These types of repairs are generally undertaken at the fish pier, at a private wharf, at a grounding out site or at the co-op.

ADEQUACY ANALYSIS: REPAIRS

There are five small local boat repair merchants in Stonington and one large repair yard. The general consensus of fishermen was that between these six sources of repair service there is adequate repair capability in Stonington. In addition, there does not appear to be a problem securing wharf space or a site to ground-out to have repairs undertaken.

RECOMMENDATION:

There are adequate facilities in Stonington for the repair of commercial fishing vessels. However, much of this repair activity occurs at the numerous private wharfs in town. Should one or more of the lobster dealerships or the co-op be sold and removed from fishing, space to conduct these services may become scarce. The town should monitor any changes in land use in the harbor district and be prepared to make zoning or purchase decisions to ensure that adequate access is available for this activity.

USE CATEGORY: GROUNDING OUT

Site Number 26

Site Name: Atlantic Avenue Hardware

Ownership: Private

Location: Stonington Harbor

Site Description: This small area for grounding out is located behind the Atlantic Avenue hardware building directly across from their wharf. It is used by most local fisherman at some time to ground-out their boat for a repair or periodic maintenance. This facility is a traditional grounding-out location in Stonington and is available to any fishermen who wish to use it. Atlantic Ave. Hardware will provide power to this site free of charge.

Access/Parking: Road Access to this site is from Atlantic Ave. Parking is available nearby in the lot at co-op 2 should a fisherman need equipment from his vehicle to service his boat.

Site #27

Site Name: Co-op 1

Ownership: Private (local fishermen)

Location: Stonington Harbor

Site Description: This site for grounding-out is directly adjacent to the co-op 1 parking lot. There are two marine railways at this location to aid in hauling a boat for repairs or maintenance. This facility is available to any member of the co-op.

Access/Parking: Road Access to this site is from Indian Point Rd. Parking is available in the lot next to the railways should a fisherman need equipment from his car or truck to service his boat.

ADEQUACY ANALYSIS: GROUNDING -OUT

There are only two generally utilized sites to ground-out a boat for periodic maintenance or repairs in Stonington. However, in addition, almost every wharf in Stonington which is privately owned by a fisherman has a space to ground out nearby. These spaces are generally utilized by both the wharf owners and by others with his permission.

Based on discussions with local officials and fisherman it appears that there are enough sites to ground-out a boat in Stonington at this time.

RECOMMENDATION:

The town should continue to monitor the availability of sites to ground-out a boat in Stonington. Should the availability of these sites diminish the town should consider purchasing or acquiring an easement to use one or two of the existing private sites.

USE CATEGORY : COMMERCIAL VESSEL STORAGE

Most commercial fishing boats in Stonington remain on their moorings throughout the year. The only time they are taken out of the water is for yearly repairs and maintenance. The boats that are taken out during the winter are stored either in the fisherman's yard or at the Billings Diesel and Marine storage yard (site #25). Last year approximately 50 lobster boats were stored at Billings.

ADEQUACY ANALYSIS: COMMERCIAL VESSEL STORAGE

In the last 5 to 10 years with advancements in fishing gear and equipment and the increasing size of fishing boats more and more of Stonington's fishermen have continued to fish throughout the year. As a result the number of boats that are removed from the water during the winter and stored has decreased.

The general consensus is that the storage space available in Stonington for commercial vessels is adequate. However, there is a concern over the high cost of hauling and storage at Billings.

RECOMMENDATION:

The existing boat storage facilities in Stonington are adequate at this time. No other facilities are needed.

USE CATEGORY: COMMERCIAL BERTHS AND MOORINGS

The only commercial berths available in Stonington are located at the Atlantic Avenue Hardware dock in Stonington harbor (site #26) and at Billings Diesel and Marine Service on Moose Island (site #25). Atlantic Avenue Hardware leases three berths to fishermen and one to the Island Marine Company, a marine construction firm. Billings leases one berth to a large offshore lobster boat.

Commercial moorings are found in almost every cove along Stonington's coastline. The greatest concentrations of moorings are found in Stonington Harbor (site #28), off Moose Island (site #29), off Bay View Street between the factory and North Atlantic Seafoods (site #30), and in Burnt Cove (site #31). In addition, smaller concentrations of commercial moorings are found in Sand Beach Cove (site #32), Spruce Harbor (site #33), Hatch Cove (site #34), Webb Cove (site #35), Oceanville Cove (site #36) and at the old Oceanville Clam Factory (site #37).

There are approximately 375 to 385 moorings in all of Stonington. Approximately 80% of these moorings are for commercial vessels. The majority of these moorings are found near the Stonington Fish Pier or near one of the five lobster dealerships since most fishermen keep their dinghies at these locations.

A mooring in Stonington Harbor cost \$10.00 per year for residents and \$50.00 per year for non-residents.

ADEQUACY ANALYSIS: COMMERCIAL BERTHS AND MOORINGS

According to Stonington's harbormaster there are no vacant moorings in Stonington at this time. However, he believes that up to 30 additional moorings for boats up to 30 feet in size could be placed in the harbor area (the area of greatest demand and congestion) without adversely affecting existing boats or traffic circulation. Boats larger than 30 feet would be harder to place due to existing harbor congestion and the swinging needs of a 40' boat. These boats would need to be placed farther out near the channel or around Clam City.

Stonington's Harbor Ordinance gives priority to commercial boats over recreational boats in the location of moorings. To date there has not been a problem finding an adequate space for all boats since a fisherman can still get a mooring in the harbor near to the shore points from which he plans to operate.

RECOMMENDATION:

The town should continue to monitor the assignment and use of moorings in the harbor area to ensure that adequate space is available for all commercial vessels which seek to moor there. Should congestion in the harbor increase to such an extent that no new moorings can be placed, revision of the harbor ordinance may be required to ensure that commercial vessels have priority over recreational boats for existing space.

USE CATEGORY: AQUACULTURE

Though wild mussels can be dragged along the intertidal flats in Stonington where mussel bars accumulate, there are three sites in Stonington where mussels are cultivated. The fishermen who farm mussels bring their catch to the fish pier for sale.

Site Number 38

Site Name: Webb Cove

Lease Holder: Gilbert Blastow, Richard Larrabee Sr., Great Eastern Mussel

Site Description/Productivity: This is a bottom culture operation of Mytilus edulis (blue mussel). There are fifteen five-acre tracts at this site totaling 75 acres. Storage of the mussels is prohibited by the lease arrangement.

Access/Parking: Access to this site is by boat. All farming activities are conducted from the water. The lease holders at Webb Cove use Co-op 1 for their land base of operations. From this facility they load and unload their boat, they park their vehicles and they store their dinghy.

Site Number 39

Site Name: Camp Island

Lease Holder: Robert Burgess, Jack Hamblen, Great Eastern Mussel

Site Description/Productivity: This is a bottom culture operation of Mytilus edulis (blue mussel). There is a one acre tract for the operation. Storage of the mussels is prohibited by the lease arrangement.

Access/Parking: Access to this site is by boat. All farming activities are conducted from the water. The lease holders at Camp Island utilize Co-op 1 as their land base. At this facility they park their car, tie up their dinghy and load and unload their boat with supplies and equipment needed for this operation.

Site Number: 40

Site Name: Buckmaster Neck

Lease Holder: David Hutchinson

Site Description/Productivity: This is a bottom culture operation of Mytilus edulis (blue mussel). There are two four acre tracts for the operation. Storage of the mussels is prohibited by the lease arrangement.

Access/Parking: Access to this site is by boat. All farming activities are conducted from the water. Mr. Hutchinson uses Conary's Lobster Dealership as his land base for this operation. From this facility he loads his boat with supplies and equipment and he uses it to park his car and tie up his dinghy.

ADEQUACY ANALYSIS: AQUACULTURE

There are three aquaculture operations currently being conducted in Stonington's waters. All three of these operations involve the growing of mussels for sale in Portland and Boston. None of these operations require a land base near the beds but do require an access point to their boats nearby. At present, each of the three aquaculture operators in Stonington use one of the lobster dealerships for their access. They utilize the fish pier to sell their products. Based on discussions with local musselers, the dealerships, and the fish pier manager this operational situation is adequate for the time being. However periodic delays occur in gaining access to the fish pier during peak off-loading hours and this situation needs to be monitored.

RECOMMENDATION

At this time there appears to be adequate coastal access available to the aquaculture operators in Stonington. The dealerships are providing their land base needs while the fish pier provides a convenient location for the sale of their product. However, should one or more of the dealerships close, this situation could change causing significant delays and congestion at the remaining wharfs facilities. To ensure that aquaculture operators continue to have the access they need to conduct their operations the town should work to preserve its existing wharf space (see use category: private wharf space for details).

USE CATEGORY: CLAMMING/WORMING/MUSSELING

Site Number 41

Site Name: Crockett Cove

Site Description: According to the Maine Geologic Survey report of Coastal Marine Geologic Environments there are approximately 3000 feet of mussel beds in the inner reaches of Crockett Cove. In addition, according to the Maine Coastal Marine Resource Inventory of 1984 this site has 75 acres of productive soft shell clam flats, which also have worms. The clams average 100 bushels/acre and the standing crop is 7,500 bushels. This site is considered a top priority site for soft shell clamming.

Access/Parking: Access to this site for the harvesting of mussels is primarily by water. Musseling is generally done at high water by dragging along the coast from a boat. There are two road/foot access routes to Crockett Cove which have been used traditionally by local clammers and wormers. The approximate location of these routes are show on Map 4 as points A and B. Parking has been along these routes.

Site Number 42

Site Name: Burnt Cove

Site Description: This site has 20 acres of productive soft shell clam flats. The clams average 50 bushels/acre and the standing crop is 1000 bushels. This information was provided by the Coastal Marine Resource Inventory of 1984. This is also a site for worming.

Access/Parking: There are three road/food access routes to Burnt Cove which have been used traditionally by local clammers and wormers. The approximate location of these routes are shown on Map 4 as points C,D, and E. Parking has traditionally been at some point along these routes.

Site Number 43

Site Name: Webb Cove

Site Description: This site has 133 acres of productive soft shell clam flats. The clams average 200 bushels/acre and the standing crop is 26,600 bushels. This site is considered a highly productive area for soft shell clamming. This information was provided by the Coastal Marine Resources Inventory of 1984.

Access/Parking: There are seven road/foot access routes to Webb Cove which have been used traditionally by local clammers and wormers. The approximate location of these routes is shown on Map 4 as points F, G, H, I, J, K and L. Parking is traditionally at some point along these routes.

Site Number 44

Site Name: Cat Cove

Site Description: According to the Coastal Marine Inventory of 1984, this site has 31 acres of productive soft shell clam flats. The standing crop is 2,325 bushels and the average bushel per acre is 75. Cat cove has been a traditional clamming and worming place for Stonington fishermen. Two active mussel beds are also located nearby.

Access/Parking: There is one road/foot access route to Cat Cove which has been used traditionally by local fishermen. The approximate location of this route is shown on Map 4 as point M. Parking for this site is in a small parking area on the Cox property.

Site Number 45

Site Name: Hatch Cove

Site Description: There are 13 acres of productive soft shell clam flats at this site, according to the Coastal Marine Inventory. This source also lists the standing crop as being 325 bushels and the average bushel per acre as 25.

Access/Parking: There are four road/foot routes to Spruce Harbor which have been used traditionally by local clammers and wormers. The approximate location of these routes are shown on Map 4 as points N, O, P and Q. Parking for this site is in a small parking area off one of the private roads leading into this area.

Site Number 46

Site Name: Spruce Harbor

Site Description: The mudflats in this cove are a traditional spot for clamming and worming in Stonington.

Access/Parking: There are three road/foot access routes into Spruce Harbor. The approximate location of these routes is shown on Map 4 as points R, S, and T. Parking at this site is at some point along the road leading to it.

Site Number 47

Site Name: Oceanville Bridge Beach

Site Description: The mud flats on this beach located west of the Oceanville Road bridge are a traditional spot for clamming and worming

Access/Parking: Access to this site is from Oceanville Road. From the road clammers and wormers can access the beach directly. Parking for this site is along Oceanville Road.

Site Number 48

Site Name: Inner Harbor/Whitmore Neck

Site Description: The Inner Harbor/Whitmore Neck area is a productive soft shell clam and musseling site. This area has been used traditionally by Stonington fishermen for the harvesting of clams, mussels and worms

Access/Parking: There are eight road/foot access routes to Inner Harbor which have been used traditionally by local fishermen. The approximate locations of these routes is shown on Map 4 as points U,V, X, Y, Z, AA and BB. Parking for this site is along the various routes leading to the harbor.

Site Number 49

Site Name: The Islands

Site Description: Almost all the islands which lie off Stonington are used at some time during the year for the harvesting of clams, mussels, and worms. The most productive clam beds are found off McGlathery, Grogg, Camp and Wreck Islands.

Access: Access to traditional clamming, worming and musseling sites on the islands is by boat. The only time a fisherman must utilize private property on the islands is to pull up and store his boat while he harvests.

Site Number 50

Site Name: Oceanville Clam Factory Cove

Site Description: The Oceanville Clam Factory Cove is a productive soft shell clam harvesting site. It has been used traditionally by local clammers and wormers.

Access/Parking: There is one road/foot access route to the Oceanville Clam Factory Cove. The approximate location of this route is shown on Map 4 as point CC. Parking for this site is directly adjacent to a small wharf at the site.

Site Number 51

Site Name: Seller's Beach Cove

Site Description: The cove off Seller's Beach is a traditional harvesting point for clams and worms in Stonington.

Access/Parking: There is just one road/foot access route to this site. The approximate location of this route is shown on Map 4 as point DD. Parking for this site is along the access road. However, little room is available to park along this road since it is quite narrow.

Site Number 52 and 53

Site Name: Sand Beach Cove and Louise Gross Cove

Site Description: Sand Beach Cove and Louise Gross's Cove are both utilized for the harvesting of worms and soft shell clams. These sites are traditional clamming sites for Stonington fishermen.

Access/Parking: There is one road/foot access point for each of the two coves listed above. The approximate location of these routes is shown on Map 4 as points EE and FF. Parking for these sites is along Sand Beach Road. However this road is narrow and during the summer months bathers at Sand Beach also park there.

Site Number 54

Site Name: Cove off Moose Island

Site Description: This cove is located just northwest of Moose Island. It is a traditional clamming spot for local fishermen.

Access/Parking: There are two road/foot access routes to this site. The approximate location of these routes is shown on Map 4 as points GG and HH. Parking for this site is either along Sand Beach Road or on Moose Island.

Site Number 55

Site Name: Outer Stonington Harbor

Site Description: From Dow ledges east along the shore there are several small clamming coves which have been used traditionally by local fishermen. These coves are outside the harbor area which has been closed by the Department of Marine Resources due to contamination from sewage pollution.

Access/Parking: There are three road/foot access routes to the outer harbor sites. The approximate location of these routes is shown on Map 4 as points II, JJ and KK. Parking for this site is at some point along the access routes.

Site Number 56

Site Name: Oceanville Cove

Site Description: This small cove is a traditional harvesting site for soft shell clams and worms.

Access/Parking: There is one road/foot access route to Oceanville Cove which has been used traditionally by local fishermen. The approximate location of this route is shown on Map 4 as point LL. Parking for this site is at some point along the access route or in a small parking area at the head of the cove.

ADEQUACY ANALYSIS: CLAMMING/MUSSELING/WORMING

There are 14 coves and inlets in Stonington which are used for clamming, musseling and worming. In addition almost all of Stonington's offshore islands are also used for the harvesting of these products. Access to these sites is by boat, road and foot. Boat access for musseling and for all harvesting off the islands appears adequate at this time. Except for a possible problem with the short term hauling of a clammer's boat onto an adjacent shore during the clamming process, there is no conflict between this use and the private property rights of adjacent land owners.

Access to mainland sites is a different story. Almost all of the traditional landside access routes to clamming coves and inlets in Stonington pass over one or sometimes many private properties. In the past the use of this property to gain access for fishing was never a problem. However, with changes in land ownership from local to non-local and changes in land use from vacant land to residential property these rights are beginning to be denied. As no trespassing signs go up it will become harder and harder for fishermen to gain access to the coast in order to earn their livelihoods.

RECOMMENDATION:

1. The town of Stonington should work to create a detailed inventory of all traditionally used access routes to clamming, worming and musseling coves. The actual location and ownership of these routes should be clearly identified.
2. The town should work to secure access easements for the most important routes identified in #1 above.
3. The town should consider the acquisition of rights of way to certain highly productive clamming, worming and musseling sites.
4. The subdivision regulations within the Shorelands Ordinance for the Town of Stonington should be revised to incorporate a general requirement with states that it is the policy of the Town of Stonington to preserve traditional local coastal access routes used by clammers and wormers.

APPENDIX 1: FUNDING SOURCES

1. Coastal Planning Grants: Coastal Planning Grants are available to municipalities for comprehensive waterfront planning to develop management plans that will guide future development activities in waterfront/harbor areas. Other eligible activities include preliminary design and engineering for low cost waterfront construction projects such as park or waterfront facilities that improve public access. The maximum grant awarded under this program is \$25,000 and there is a town matching requirement of 50% of the grant amount. Facilities developed with Coastal Planning Grant funds must be available to the general public.

Contact for more information on this program:

Francine Rudolf, Office of Community Development, Department of Economic and Community Development, 289-3154.

2. Waterfront Action Grants: Waterfront Action Grants are available to municipalities for the acquisition and development of shorefront land to improve public access. These funds can be used for the acquisition of land, the construction of low cost facilities on waterfront land and for the rehabilitation of municipally owned piers. The maximum grant awarded under the Waterfront Action Grant program is \$50,000 and there is a town matching requirement of 50% of the grant amount. Facilities developed with these funds must be open to the general public.

Contact for more information on this program:

Lee Doggett, Office of Community Development, Department of Economic and Community Development, 289-3154.

3. Community Revitalization Grants: Community Revitalization Grants are available for downtown revitalization, housing rehabilitation, public facilities improvements and other local programs such as waterfront development that benefit low and moderate income people. The maximum grant amount for this program is \$500,000 for a one year grant and \$1,000,000 for a two year grant. Some private or municipal funding source is required for any project funded partially through Community Revitalization Grant money.

Contact for more information on this program:

Leonard Dow, Office of Community Development, Department of Economic and Community Development, 289-3154.

4. Land and Water Conservation Fund: The Land and Water Conservation Fund provides federal funds which can be used to reimburse up to 50% of the cost of acquisition of development of public recreation facilities. The maximum grant awarded under this program is \$75,000. Facilities developed with these funds must be open to the general public.

Contact for more information on this program:

John Fisher, Office of Community Development, Department of Economic and Community Development, 289-3154.

5. Wallop Breaux: The Wallop-Breaux fund is a federal program which is administered by the Department of Inland Fisheries and Wildlife. Ten percent of the monies in this fund are dedicated to public boat access projects. These projects must be public but a fee can be charged to cover the cost of operation of the facility. There is a 25% local matching requirement in this grant program.

Contact for more information on this program:

Peter Birk, Department of Inland Fisheries and Wildlife, 289-5261.

6. Boating Facilities Fund: The Boating Facilities Fund is a State program which is administered by the Bureau of Parks and Recreation in the Department of Conservation. Grants under this program are awarded for the development, acquisition, and improvement of State, regional, or local boat access sites. Facilities developed with these funds must be open to the general public.

Contact for more information on this program:

Richard Skinner, Bureau of Parks and Recreation, Department of Conservation, 289-3821.

APPENDIX 2: PROPOSED ZONING FOR STONINGTON'S HARBOR DISTRICT

HARBOR DISTRICT 1

PURPOSE: The purpose of the Harbor District 1 zone is:

1. To reserve a substantial portion of the harbor area for uses which are waterfront dependent, such as marine and fishing related activities.
2. To protect water dependent uses from other competing uses.

PERMITTED USES:

1. Marine products wholesaling and retailing.
2. Marine repair services and machine shops.
3. Harobr and marine supplies and services.
4. Boatbuilding and facilities for construction, maintenance and repair of vessels.
5. Marine transport services, including ferries, public landings, vessel berthing, and boat charter, rental and excursion services.
6. Boat repair yards.
7. Boat storage facilities.
8. Seafood processing.
9. Seafood packing and packaging.
10. Seafood loading and distribution.
11. Fabrication, storage and repair of fishing equipment.
12. Ice making services.
13. Retail and service establishments which are primarily marine or fishing related.
14. Cold storage facilities.
15. Utility substations including sewage collection and pumping stations, water pumping stations, transformer stations, telephone electronic equipment enclosures, and other similar structures.

16. Public uses including pedestrian parks and other similar outdoor pedestrian spaces.
17. Municipal facilities and uses.
18. Accessory uses customarily incidental and subordinate to the location, function, and operation of permitted uses.

PROHIBITED USES:

Uses which are not expressly allowed as permitted uses are prohibited.

DIMENSIONAL REQUIREMENTS:

Minimum lot size - none

Minimum shore frontage - none

Minimum yard dimensions -

Front setback - 5'

Side setback - 15'

Rear setback - none

Maximum Building Height: 30'

HARBOR DISTRICT 2

PURPOSE: The purpose of the Harbor District 2 zone is to provide an area for the compatible mixture of waterfront dependent uses such as marine and fishing related activities and waterfront enhanced uses such as traditional commercial and residential uses.

PERMITTED USES:

1. All uses permitted as a matter of right in Harbor District 1.
2. Single family dwellings.
3. Two family dwellings.
4. Craft and Speciality shops.
5. Restaurants and other eating and drinking establishments.
6. Professional offices.
7. Marinas.
8. Hotels and Motels.
9. Retail and service establishments except convenience stores with gas pumps.
10. Banking services.
11. Theaters and places of public assembly.
12. Warehousing and wholesaling.

PROHIBITED USES:

Uses which are not expressly allowed as permitted uses are prohibited.

DIMENSIONAL REQUIREMENTS:

Minimum lot size - none

Minimum shore frontage - none

Minimum yard dimensions -

Front setback - 5'

Side setback - 15'

Rear setback - none

Maximum residential density - four units per acre

Maximum Building Height: 30'

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